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BIRTH.

At the American Pres. Mission School House,
KANAZAWA, Japan, on the 4th October, the wife of
THOMAS D. BRIGGS, Kuling, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 22nd, 1900

Our Canton correspondent's letter puts a more serious appearance on the state of affairs in Kwangtung province than it has yet worn. Since the recapture of Weichow by the Imperialists the rebels seem to have recovered the ground lost and to be gaining large accessions to their numbers. The Canton report makes them out to be about twenty thousand strong now, and among their ranks are many deserters from the Imperial army, who, being members of the Triad Society turned their arms against their comrades on the battlefield and completed the rout of the Government troops. The rebels are mainly Hakkas and Tungkun men; their leader is SUN YAT-SUN, whose rescue in London some time ago from the hands of the agents of the Chinese Government created such a sensation, and they are reputed to have obtained their funds from the Chinese of Singapore and America, who form the backbone of the Triad Society. They would appear to be well-armed, to judge from the success with which they have met. Where their weapons were obtained, we do not know; but it is highly probable that the extensive arms-smuggling before the outbreak of the present crisis in the north accounts for a great number. The objects of the rebels are very clearly defined. The principal end to which their efforts are directed is the subversion of the Manchus. The officials who fall into their hands receive no mercy. With this attack on the ruling class or clique is coupled the "protection of foreigners," who, it appears, have nothing to fear from the success of this party. This policy is in keeping with the placards issued by them and extensively circulated, as we hear, in the neighbourhood of Canton, and also with the letter which we published on the 11th instant over the signature "Pyramid." It seems as plain as possible that the rebellion is in its ten-

dencies the very reverse of that which has received the name of the "Boxer rising" in the north.

Such being the case, the position of England in the matter is difficult. The attempts of the southern officials to keep faith with us by the maintenance of order in the Ling Kwang merits our consideration, and if affairs get beyond their control intervention of some kind will be inevitable. But we have seen enough of the results of the mistaken policy carried out through the instrumentality of Gordon at the time of the Taiping revolt, to warn us of the folly, or rather the crime, of forcing the Chinese to continue against their will under the incompetent and barbarous Manchu yoke. The *North China Daily News* in its issue of the 17th instant makes a suggestion which deserves serious attention. "The Allies," says our contemporary, "should open negotiations with the 'leaders of the rebellion, while it is in its inception and before it gets out of hand, for if its object is really to eject the Manchu and replace Kwang Hsu on the throne with a reforming Chinese Cabinet, we must all be in sympathy with it." Some immediate step of this nature is urgently called for. It is a question whether the rebellion is not already getting beyond the power of the local Manchu and Chinese officials to cope with. No more unfortunate event could be imagined than that the rebels, or Reformers, as their leaders claim that they are, should have to be opposed by the armed strength of the Powers, among whom there is not one but knows that the cause for which the rebels profess to fight is one which must ultimately prevail—the abolition of the corrupt and decadent clique of Manchus who prevent all progress for China. If the Kwangtung insurgents can prove their sincerity and the purity of their motives, justice and civilization itself must prevent us from putting them once more under the feet of their oppressors. Unfortunately the name of Triad has evil associations, particularly to us in Hongkong, and the Reformers must prove that they are opposed to many of the methods of this Society before they can appeal successfully to the sympathies of the world.

One fresh plague case and one death were reported during the 24 hours ending at noon on Saturday.

We regret to have to record the death at the Government Civil Hospital on Saturday, at 4.45 a.m., of Mr. J. B. Plipton, late of the Deep Water Bay Works. The funeral took place the same afternoon.

In the *Gazette* the following additions to the register of qualified medical and surgical practitioners in the colony are notified:—Robert Lamort, French Consulate; Carl Georg Johann Rohrmann, Caine Road.

The Returns of Deaths for last month show that of a grand total of 469, the European and Foreign community claimed 26 deaths—16 among the civil population, 8 in the Army, and 2 in the Navy. The Chinese community lost 443, 104 of the deaths being in No. 2 District, and 43 in No. 3. Plague only occasioned 13 deaths, while chest affections accounted for 91, 6 in the European and foreign community. The rates in the principal registration districts were:—British and Foreign civil community, 21 per 1,000 per annum; Chinese community, Victoria, Land 20.9, Harbour 24.3; Chinese community, whole Colony, Land 20.9, Forest 24.3, Land and Boat 21.4; British, Foreign, and Chinese, excluding Army and Navy, 21.4.

Mr. Hazeland had before him on Saturday a Chinaman named Lau Chun Samow, a boat-builder, against whom it was alleged, he had had in his possession eight mace of prepared opium contrary to the law. He gave an old-fashioned defence that the drug was put under his table by the officers who were supposed to have "discovered" it, and the charge had been bolstered up by false statements. Constable Wilson proved the execution of the search warrant, and stated that when he entered the room he at once saw the opium under the table, so that it was impossible for the excise officers or any one else with him to have "placed" it there. His worship disbelieved the plea set up, and sentenced the accused to pay a fine of \$10, or suffer 14 days' imprisonment.

A kareen was placed in the dock at the Magistracy on Saturday charged before Mr. Hazeland with being in possession of a number of tals of prepared opium. He gave his name as Li Cheung Shui, of 136, Des Vœux Road, and said he was a merchant of repute who had been in business for some years. He denied the charge, and said the opium was not his property, for it had been "placed" where it had been found in order to get him into trouble. Excise officer Wong Luk, No. 57, supported the charge, and in answer to His Worship said he did not know the name of the informer, although he had seen him once or twice before the present prosecution. His Worship: Where does he live?—Witness: I don't know. His Worship: Now, tell me what percentage does the Opium Farmer give you for a find? The witness not answering for a second or two, His Worship: Does he not pay you ten per cent?—Witness: Yes. His Worship: Then why don't you say so; you know there's a recognised fee. The accused said he had a kareen friend who could give evidence on his behalf, and His Worship adjourned the further hearing till Monday, allowing bail in \$100.

The text of the Convention between the United Kingdom and Uruguay respecting the Treaty of Friendship, Commerce, and Navigation of November 13, 1885, is published in the *Gazette*.

It is notified in the *Gazette* that the Volunteers will fire from 2.5" R.M.L. and Machine Guns from the platform above the former Customs Station at Leichikok in a westerly direction, over a sea range, from 2 p.m. to 6 p.m., on Wednesday and Saturday next.

Otto Soicalberg pleaded guilty before Mr. Hazeland on Saturday at the Magistracy to being drunk and incapable in the Queen's Road early that morning. Fined \$2, or eight days. Sergeant McSwayed arrested another "drunk"—this time a Sikh—for "being under the influence" in Lyndhurst Terrace on Friday. He received the same punishment.

In consequence of pressure of business in Mr. Hazeland's Court, Mr. Hallifax heard a number of sanitary prosecutions, and punished the offenders who were prosecuted by the Sanitary Board's Inspector (Mr. Brett). For various breaches of the Ordinance referring to cock-lofts eleven persons were fined \$10 each, and four other property-owners were each mulcted in a similar amount for neglecting to provide backyards to their premises.

Lo Sun, an attendant at the Wallington Barracks, was brought up in custody charged by Corporal Tuohy, R.A.M.C., with the theft of a bottle of kerosene oil from the Medical Officer's Room on the previous evening. He pleaded not guilty, and the Corporal said that when arrested the prisoner stated he was Capt. Bowley's "boy," although he subsequently denied it. Mr. Hallifax sentenced the accused to 14 days with hard labour.

The Tokyo Tram Company intends to change its name to "Central Electric Tram Company," since it has obtained permission to substitute electricity for horse power. A meeting of the shareholders was to be held on Saturday last to discuss details. Its capital, hitherto 1,700,000 yen, will be raised to 5 millions in shares of 50 yen each. The period of the Company's charter has been extended from the 45th to the 85th year of Meiji.

A Chinese fitter stood in front of Mr. Hazeland on Saturday at the instance of Mr. Reid, the head watchman at Hung Hom Dock, charged with stealing portion of a spindle which had been sent to the works by the Chief Engineer of the U.S.S. *Monterey* to be repaired, and part of which, in its turn, had been handed to the accused to work upon in the ordinary course of business. The charge was formally proved by Mr. Reid and other witnesses, and in sentencing the prisoner to two months' hard labour, His Worship remarked that there was no doubt a considerable amount of pilfering going on at the Dock, and he hoped the punishment awarded would have a deterrent effect upon others.

It seemed strange, and caused quite a little titter in court among those who observed it. Without waiting for the well-known words, "The evidence you shall give, &c.," a Chinese witness stepped into the box at the Magistracy on Saturday, immediately took the Bible in his left hand, kissed it rather rapturously and replaced it. He had undoubtedly done this before he was seen by the court usher, for no other questions were asked, and that official administered the form of oath taken by Chinamen in the courts of law of the Colony, which the witness repeated without the slightest concern. He evidently thought, as he stood by the door of the court watching a European, giving evidence a few moments before he was called, that the kissing of the Book was a portion of the Court's rite to be performed by Christian and heathen alike, for (as was afterwards gathered) he himself had no pretensions towards the former faith.

Sergeant Ritchie and Constable Hudson of the Watchai station made a rather smart capture on Friday, resulting in the conviction of two cock thieves, and a magisterial warning, which it is hoped will have the effect of stopping altogether the continual thefts of coal from junks and other small craft in the harbour. From the evidence tendered by the police officers to the magistrate, before whom the accused, Kam Choi and Chan Sang, were brought on Saturday, it appeared that the sergeant espied two men in a coal boat rowing hastily towards some coal junks anchored out in the harbour. Two other boats were making for the same spot, and he (the sergeant) engaged a sampan and put off in pursuit, leaving the constable on the bank to watch for any landing. Of course directly the officers were perceived, the Chinamen used every means in their power to escape, but while two of the boats managed to outrow the pursuing one, the third was being gradually overtaken when it made for the shore. There they were seen by the constable who arrested them after a smart chase, and by a plucky and determined grip of both "queues." When brought back to the boat, which they had left unmoored, it was found to contain about half a ton of Japanese coal. The prisoners, in their defence, said it was a false charge. They were walking along the street when they were arrested. They had been engaged to row the boat for ten cents an hour, and that was all the connection they had with it. His Worship stated he had a strong suspicion that the coal was stolen property, and it was for them to account to him for their possession of it. If they did not they were chargeable with "unlawful possession." The prisoners made no answer, and His Worship said he was once in hopes of putting down these thefts, and thought he had done so, but he saw they were starting again. They certainly had stopped for a short time. He (Mr. Hazeland) supposed it was a very profitable business to the prisoners, and therefore they were prepared to run some risk. They would be fined \$100 or undergo two months' hard labour.

A telegram published by the *Jiji Shimpō*, from Hakodate, dated October 6th, states that the steamer *Kobushu Maru* was wrecked at Horomushiro, Chishima, on the 17th ult. She was insured by the Tokyo Marine Insurance Company for 65,000 yen.

Sung Shon, the Manchou Governor of Kiangsi, who was transferred by Imperial edict to take over the Governorship of Kiangsu, vacated by Lu Ch'uan-lin, was expected to arrive at Shanghai on the 17th inst., with a small body-guard, en route for his post at Soochow.

The Kobe Cricket Week commenced last Monday with the match Kobe v. Yokohama. Yokohama went in first and made 125, to which Kobe replied with 111. Yokohama closed their second innings at 175 for nine wickets. Kobe made 98 for three wickets, and the match was left drawn.

A Seoul telegram dated the 10th inst. states that, through the medium of the Japanese Minister to Korea, Mr. Shidehara, Director of the Japanese Middle Academy in Yamanashi, has been engaged by the Korean Government as an instructor in the newly established Seoul Academy. The salary is stated to be Yen 200 per month.

According to Japanese papers, while the personnel of the new Cabinet is still entirely unknown, it is understood that it has been decided so far that Count Inouye and Mr. Kato, formerly Minister to St. James's, will be admitted to the Ministry to hold the portfolios of the Minister of Finance and the Minister for Foreign Affairs respectively.

Mr. L. K. Fraser, who went to Bangkok from armah some time since, died rather suddenly on the 5th inst. He had been in Bangkok for at least twelve months and had been in hospital suffering from chronic dysentery. He was however at the British Legation a few hours before his death, so that the end came quite unexpectedly. Mr. Fraser once held a good position in Burma.

A "Treaty of Friendship, Commerce, and Navigation" between the United Kingdom and Honduras is published in the *Gazette*, together with an explanatory protocol which gives to Colonial Governments in all cases a period of one year, and one year only, from the date of the exchange of ratifications to come within the operation of the Treaty, while it also reserves to Her Majesty's Government the right to terminate the Treaty on behalf of any Colony by giving twelve months' notice.

Further details are now to hand of the robbing of the Chinese lorcha off Gutzlaff, of which we have already had news by telegraph. The *N. C. Daily News* learns that on Friday morning, the 12th inst., the Chinese lorcha *Chin Pao An*, bound from Hankow to Ningpo with a general cargo, was boarded by pirates off Gutzlaff. Not finding anything of value among the cargo, the pirates captured the lorcha and supercargo of the lorcha and demanded the sum of \$8,000 as a ransom. The lorcha arrived at her destination on Saturday, the 13th inst. The owner left for Ningpo and the matter has already been reported to the Ningpo Tactai.

A very pleasant party was given on board the chartered transport *Belgian King* on Thursday evening, states the *Manila Times* of the 14th inst., at which a large number of the British and American friends of her popular commander, Captain T. L. Weiss, were present. Captain Weiss is an old Far Eastern navigator and a great favourite with his passengers. After the dinner the healths of her Majesty Queen Victoria and of President McKinley were duly honoured, and the warmest hopes were expressed that the hospitable host would continue on the run. The party did not break up until past eleven p.m., after one of the most enjoyable evenings of the sort ever passed by the guests.

"Nemo" in the course of a letter to the *N. C. Daily News* says:—The whole Post Office system of China requires remodelling, including that certainly of Shanghai itself, and it is surprising that no scheme has yet been drawn up by business men enumerating the various reforms needed by them as business men in the reconstruction of a new China. Sir Ernest Satow's visit to Shanghai would not have been an amiable moment for Englishmen to express their wants in full. Germans have had a similar opportunity and Frenchmen may yet have the like. These nations, however, generally work through their officials, who think for them. Englishmen in England are not generally in favour of this method. It may, however, be inevitable to fall into it in the East, where Shanghai itself may be said to be ruled by a triumvirate.

We have received a copy of the first number of the *American-China News*, which started its career in New York last month. The following remarks which introduce it will show its aims:—"The *American-China News* will represent the interests of American commerce, and American activity in general, in China, Japan, Philippine Islands and the Far East. When the present disturbances in China shall have come to an end, American commerce in the Far East will undoubtedly expand and develop in a manner never yet seen in history. To record the progress of this huge economic movement will be the privilege of the *American-China News*. Besides printing cable and mail reports from its own correspondents in the Far East, the *American-China News* will have the advantage of the extended news service of *Orientalische Lloyd* and the *Chinese Universal Gazette*, both published at Shanghai. Several well-known gentlemen, authorities in Far Eastern matters, have consented to discuss questions of the day in the columns of this journal." The first number contains an article from the prolific pen of the Hon. C. Denby.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 21st October, 5.8 p.m.

THE KWANGTUNG REVOLT.

NEWS VIA SWATOW.

A Swatow despatch reports that Liu Yung-fu, the Black Flag general, was seriously defeated by a patriotic Triad army on Wednesday last at Huichow in Kwangtung. The patriots are now preparing to attack Canton.

CAPTURE OF A PROMINENT

MURDERER.

The ringleader in the killing of the missionaries at Chuchow, in Chekiang, has been captured and brought to Hangchow.

SZECHUAN REINFORCEMENTS FOR THE COURT.

The Szechuan contingent of troops which is proceeding to join the Imperial Court arrived at Siangyang on Thursday last.

RIOT IN KIANGSI.

There was a serious riot on the 8th inst. at Hsinchang in Kiangsi province. The yamen was partly destroyed. The disturbance, however, was entirely local.

LONDON, 19th October, 8.25 p.m.

AN INDISPENSABLE PRELIMINARY

TO PEACE.

M. Pichon has replied to the Chinese Note that, until the heads of Prince Tuan, Kang-yi, and Tung Fuhsiang have fallen, hostilities cannot cease.

LONDON, 20th October, 8.40 p.m.

IMPORTANT ANGLO-GERMAN

AGREEMENT.

The Foreign Office publishes an Anglo-German Agreement maintaining the principle of the "open door," with no territorial advantage to any Power from the present crisis. Great Britain and Germany invite the other Powers to accept the principles of this Agreement.

THE WAR IN SOUTH

AFRICA.

LONDON, 19th October, 8.25 p.m.

KRUGER'S DEPARTURE.

Ex-president Kruger has secretly embarked for Europe.

PRESENTATION TO GEN. BULLER.

General Buller has been presented with a sword of honour by the town of Pietermaritzburg, which was delivered from danger by his remarkable defence of Natal.

GENERAL NEWS.

LONDON, 20th October, 8.40 p.m.

GERMANY IN THE RED SEA.

The Porte denies the cession to Germany of the island of Uraon in the Red Sea.

PLOT AGAINST THE TSAI.

A plot against the Tsai's life has been discovered near Sebastopol. The railway was found to be mined. Many arrests have been made.

THE INDIAN FAMINE—ITS COST.

Lord Curzon in a speech on the Indian Famine stated that there had been half a million deaths, that the loss on crops was fifty million pounds sterling, and that seven millions had been spent on relief. The outlook now, however, was brighter.

REUTER'S SERVICE.

LONDON, 18th October.

Count von Bulow has been appointed Chancellor and Foreign Minister.

THE "AMERICA" CUE.

The New York Yacht Club has accepted Sir Thomas Lipton's challenge. The races will begin on the 26th August, 1901. Sir Thomas Lipton's yacht will be called the *New Shamrock*.

THE DUKE OF YORK'S VISIT TO

AUSTRIA.

It has been decided that all branches of the Service, including the Volunteers, shall be represented in the Duke of York's Guard of Honour.

SOUTH AFRICA.

Commandant Botha is advancing on Lydenburg, which will possibly be besieged.

LONDON, 19th October.

THE TRANSVAAL.

A party of Boers entered Jagersfontein on the 16th and a fight ensued, in which the British lost eleven killed and the Boers twenty killed, including the Commandant.

EX-PRESIDENT KRUGER.

Mr. Kruger embarked at Delagoa Bay in a Dutch warship, going on board secretly at five in the morning for fear of an attack from Boer refugees. The French press is making a great deal out of the circumstances connected with Mr. Kruger's journey. It is evident that the Nationalists are straining every nerve to make the occasion of an Anglophobe demonstration.

CANTON.

[FROM OUR CORRESPONDENTS.]

Canton, 20th October.

GREAT PROGRESS MADE BY THE REBELS IN KWANGTUNG.

In my last letter I reported that Waichow had been attacked and occupied by the rebels, but that upon the arrival of the Imperial troops they had fled and scattered in every direction. Later news, however, has reached Canton that they have mustered a great force, to the number of about 20,000, mostly Hakkas and Tungkun men, and repulsed the attack of the Imperial troops, a great number of the latter being killed and wounded, and four officers of the Imperial army caught and beheaded as a sacrifice to the Flag of Rebellion. The rebels are no doubt men of the Secret Societies, and are going to join their brethren in Szechuan. Their flag bears the characters of Kang, Leang, Ho, Chiang, and Sun; their motto is "to protect foreigners and destroy Manchus." It is said that they are subsidised by their brethren in Singapore and America. The partisans of Sun Yat-sun, *alias* Sun-man, are far more numerous than those of Kang Yu-wei. When they first started in Waichow they did not rob, nor did they do any harm to the inhabitants, but merely gathered what arms and ammunition and collected what followers as they could find on the way. They are reported to have said to one of the missionaries: "You can go your own way, and we are not going to rob or do you any harm." During the last two or three days they are said to have advanced as far as Poklo and Tamsai. The troops the Viceroy sent are under the command of Low Pang-shing, Ma Wai Chi, Mok Shien-shi, Teng Wan Lin and Cheang Wai Lin. The worst of the thing is that so many of the Triad Society joined the Imperial army, and on the battlefield these turned their weapons against the rest of the troops.

TROUBLES IN KWANGSI.

It is also reported that the local banditti in Kwangsi have risen in rebellion, and being joined by the men of the "Three Dots" society of Koehow, Lul Chow, Lim Chow, and King chow, in large numbers, are giving immense trouble to the local officials. The Governor of Kwangsi applied to the Acting Viceroy at Canton for reinforcements; the latter replied that he could hardly spare any soldiers. It seems that a rebellion is gathering round Kwangtung.

HONGKONG VOLUNTEERS IN

CAMP.

BY OUR REPRESENTATIVE.

Sunday afternoon. In consequence of the occupation of Stonecutter's Island by a detachment of Indian troops the Hongkong Volunteer Corps had to look round for a fresh site for their annual camp of instruction, which commenced on Friday evening, and some elevated ground off Austin Road, Kowloon, near the Police Range, was fixed upon. There is ample room for the tents, which are a great improvement on those of previous years, being of the Indian pattern with a double covering. Accommodation has been provided for 350 men, and so far the attendance has been satisfactory. The sergeants have a couple of tents allotted to them for meals, and the men eight, a canteen with open front being close at hand.

The entertainments promise to be much better than heretofore. A committee, composed of Lieut. Armstrong, Sergeant King and Bombardier King, have arranged for three or four concerts and football matches and tags of war. The concerts will be held on a place of sloping ground close to the camp, on which a stage has been erected.

The programme of drills is pretty much as usual—one before breakfast, one after, and a third in the afternoon.

After the Saturday morning's drill the Commandant (Lieut. Col. Sir John Carrington, C.M.G.) addressed a few words to the men, impressing upon them the importance of making the best use of their time in camp.

Last night Lieut. Armstrong acted as Chairman at a concert. Some capital songs were given.

This morning at eight o'clock there was Church Parade for all units, the Presbyterian Chaplain (the Rev. G. W. Williams) preaching. He delivered a most able and appropriate discourse.

This afternoon two football matches took place, a team from the Field Battery meeting one from "C" Machine Gun Company and a team from "A" and "B" Machine Gun Companies meeting one from "I" and "E" Company (Engineer and Infantry).

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

"HIGH COLLAR MEN"

20th October.

TO THE EDITOR OF THE "DAILY PRESS." Sir,—I saw in to-day's issue of your paper a new Japanese slang expression "High Collar Men," which is said to mean, according to the paragraph "Japanese who have been to Europe and claim to have thorough knowledge of European affairs."

I am in a position to point out that the new term does not in fact mean as runs in the above, but a sarcastic term for young greens who claim to be thoroughly acquainted with things European. Most of them wear high collars, hence the queer name.—I am, &c.,

A JAPANESE.

THROUGH SOUTH AFRICA.

[BY ARNOT BRID.]

III.

LIVE AT DE AAR.

At De Aar junction, where I was detained waiting for a pass from the Headquarters Office at Pretoria, there was a considerable military encampment of mounted men, Cape Mounted Rifles, guarding the line. These men are comfortably off, getting each five shillings a day in pay, and two shillings and sixpence for maintenance. They have to do night duty guarding the railway and the farms. At night it is below freezing point and the mounted guard duty is very trying. The men sleep four in a tent, each with two blankets and a coat. Betting fully is next to impossible and a private who was put temporarily in my room said he had not had a bath for two months. The higher ranks of course are more comfortable. There is a Captain Commandant, at De Aar, married, and with his wife there. There is a tennis court and an institute with a full supply of London papers. The Commandant and his wife, the railway superintendent, and the schoolmaster and others, seem to board at the railway hotel, sleeping at their quarters. Three excellent meals daily cost only eight shillings a day. As the pay of a private is five shillings a day, with two shillings and sixpence for ration allowance; one would assume that other grades are paid in proportion—the pay and allowance of a Commandant must therefore amount to at least £23 a month, which seems ample for a married man, since quarters are free, and one black woman does the household work. The only things dear are imported articles, as whisky, soda, and like, and piece-goods generally. There is an excellent hospital and free medical attendance and medicines. The medical officer has a car to himself and travels backwards and forwards in it along his section, with medicine and surgical instruments.

THE ALLEGED HOSPITALS SCANDAL.

As touches the alleged scandal about hospitals, I am assured it is all nonsense. The stationary hospitals were always excellent, and are so. But in the moving field hospitals excellence was not compatible with speed of march. The moving field hospitals were bad because the transport had to be used to move the troops. That was an inevitable incident of the war.

ON TO KIMBERLEY.

My next halt was at Kimberley. To get there I had to travel in the guard's van of a goods train thirteen hours, sharing it with an Army Service Corps man in charge of Buenos Ayres horses for Kimberley and Griqualand West. At Modder River siding we had an hour for feeding and watering the horses and ourselves. All the refreshment stations along the Cape railways are let to a Capetown contractor who supplies food cheaply enough, but is alleged to be dear and bad in the quality of his liquors. I can speak to the dearth. A shilling is a high price for a half-glass of indifferent whisky and a small bottle of locally made soda. The service was by a half-caste with a pure European wife, evidently English. There is a local newspaper at threepence a copy. A better is sold at East London for a penny. At Kimberley I had a Turkish Bath, a great boon after long and dusty journeys by rail.

THE DIAMOND CITY.

At Kimberley we were turned out at 2 a.m. with no lack of ghettos and no porter available. So we slept till daylight beside our baggage in the goods shed—and it was mighty cold, the night temperature being below freezing point. In the morning early I went to the Grand Hotel, a hotel in the business quarter, and reckoned the best in the town. The same forenoon, presenting two letters of introduction, I got it arranged that I should visit the De Beers Mines that afternoon, and again next day, going down the mines on the second visit. The mines are strictly fenced in and jealously guarded to prevent the theft of diamonds, the native workmen living for several months at a stretch within the mines compound and being subject to the strictest personal search, the precautions in use being most elaborate. Apart from mines, and some famous spots of the gallant Kimberley defence, there is nothing to see in Kimberley. Everyone talks of his or her experiences with shells during the siege, and it gets a bit tiresome. Wages are high and the town is comfortably prosperous. Indeed, Kimberley may be said to be at the apex of happiness. The great owners of the great mines do not live there. The mining and administrative staff are well, but not unreasonably paid. Everything betokened the state for which King Solomon craved. "Give me neither poverty nor riches." Kimberley offers no field for persons in search of employment. The employers are few; they import or select their staff; the town cannot grow since it is the policy of the mine-owners to restrict the output of diamonds. The labour market of Kimberley is thus quite different from the labour market of Johannesburg, where there is a keen demand for skilled handicraftsmen.

THE GENESIS OF KIMBERLEY.

The existence of Kimberley is due to accident, mad gambling, and shrewd foresight. It was in 1867 one John O'Reilly bought from Cheek van Niekerk a farmer of De Aar, a diamond. A Bushman boy had picked it up near the Orange River. When cut it weighed 21 carats and was worth £500. Sir Philip Wodehouse buying it in London. In 1869 diamond discoveries were made at Hope Town, where one Van Niekerk bought for £400 from a Hottentot a stone sold at Hope Town for £210,000. It became known as the "Star of Africa," weighed 46 carats when cut, and was bought by the Countess of Dudley. There was an immediate rush on Hope Town, but no mine has ever been discovered there. At Kildruff of Barly some small mines have been discovered, but they never became of consequence. In 1870 some ten thousand people were prospecting for diamonds

and in the same year diamonds were located at Kimberley, at De Aar, on the farm of the "Old de Beer," whence the name of the Company. In July of 1871 there was a rush on the farm, but nothing has ever been discovered beyond the 34 mile circuit that enclose the De Beer mine.

THE MINES.

The De Beers Consolidated Mines, Limited, has a capital of £3,360,000, and it includes the mines of De Beer, Kimberley, Du Toit's Pan, and Buitfontein. During the year ending 31st March of 1890 the Company washed 753,000 loads of Blue Ground, yielding 1,608,830 carats of diamonds, which realized £2,641,000. In a century and a half the mines of Brazil have only yielded 20 millions worth of diamonds. The working expenses amounted to £1,434,000, leaving a profit of £1,210,000. £527,000 were written off for property and depreciation, leaving a balance of nearly £685,000.

In 1899 the diamonds realized produced £4,038,000, while the expenditure included £2,064,000, leaving a profit of £1,975,000. There were also £26,000 from rents and dividends; interest on consols £31,000; various revenues £29,000; a balance from the previous year of £748,000; and out of that were paid £1,579,000 of dividends, and £103,000 of remuneration to the Life Governors, who are, three, Mr. Alfred Beit, Mr. Cecil Rhodes and Mr. Julius Wernher.

The average yield per load was for De Beers and Kimberley per carat .71 do. do. do. 27/7 do. do. per load 20/11 Premier Mine () per carat 30 do. do. do. 22/10 do. do. per load 6/9

THE LAST REPORT.

The reserve fund invested in the English consols, which at 30th June, 1898, stood at £1,179,556, remains unaltered. During the year 1899 the Directors sold the Company's holding of £125,000 of Mashonaland Railway Co. debentures at 95 per cent net, being a profit, exclusive of 12,500 bonus shares mentioned below, of slightly over 10 per cent on the purchase price. They also exchanged the holding of 2,000 Bechuanaland Railway shares and 12,500 Mashonaland Railway Co. shares of £1 each for 148,812 Rhodesian Railway Trust shares. The "Trust" was formed for the purpose of amalgamating the interests of the Rhodesian Railway, Ltd. (formerly the Bechuanaland Railway Co., Ltd.) and the Mashonaland Railway Co., Ltd., with a capital of 1,000,000 shares of £1 each, of which 160,750 are unissued. The conversion was carried out on the basis of the market price in June last, i.e. £71 per share for Rhodesian Railways and 12s. 6d. per share for Mashonaland Railway Co. shares. The Directors have also increased the Company's holding in South West Africa Company to 93,443 shares of £1 each. In return for this subscription the Company has obtained from the South West Africa Co., the pre-emptive right to all diamond mines discovered in the territories they possess. The quantity of blue ground and lumps on the floor at 30th June, 1899, including the stock of 1,097,032 loads at Premier Mine, was 4,034,816 loads, which have been taken into account at 1s. 6d. per load for De Beers and Kimberley Mines and 1s. per load for Premier Mine. A new contract for the sale of diamonds has been entered into with the Syndicate for one year from 1st April last, at an increased price on the previous contract. In view of the general prosperity of the world, the Directors hope to make an equally favourable contract on expiry of the present one. In May last negotiations were concluded for the purchase of the assets of the London and South African Exploration Co. and the right of the Kimberley Diamond Mining Co. The purchase price of the former was £1,625,000, and for the rights of the latter £100,000 was paid. To meet this outlay the Company issued debentures to the extent of £1,750,000 and gave the holders of shares in each Company the option of taking up debentures in exchange for their shares; a large number of shareholders availed themselves of the offer, and those who failed to do so were paid out in cash. The purchase of the L. & S. A. Ex. Co. by this Company was inevitable, and the importance of the acquisition cannot be overestimated. That Company possessed two valuable mines on their property, Dutoitpan and Buitfontein, and although this Company had a perpetual lease of almost every claim in Dutoitpan Mine and three-fourths of the claims in Buitfontein Mine, it was found imperative to acquire the whole estate in order to undertake the proper working of these mines, as owing to the increased value of diamonds they are rendered payable, and your Directors think it advisable to work them, but to such an extent as not to materially increase the gross yearly product, but it is essential for their proper and efficient working that the Company should be owners of the soil. During the year the Directors decided to carry out two enterprises, i.e. Cold Storage and a Dynamite Factory. The Cold Storage was rendered necessary owing to the loss of cattle by rinderpest, the risk of an insufficient supply for requirements, and to keep down the price of meat. Cold Chambers are now in course of erection at Cape Town and Kimberley, and had not been broken out the latter would have been complete in December next. The Cape Town Chambers, it is hoped, will be complete in January, but the Kimberley project is dependent upon communication being restored with the Coast. The Dynamite Factory was rendered necessary owing to the European monopoly which has been created, and which rendered it impossible for this Company to ascertain from year to year what price would be demanded for this article. On the completion of its factory it will be independent of all European rings, and will have a ready market for any supplies of Rhodesian and Transvaal, which, under a changed Government, will have markets open to all. The Directors have been fortunate in securing the services of Mr. W. R.

Quinan, who is superintending its erection and will assume the management thereafter. Mr. Quinan had very extensive experience in dynamite factories in America and the Directors have every confidence in him; and feel sure under his able guidance the venture will prove successful, and its benefits far reaching.

(To be continued.)

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

H. M. S. *Astraea* arrived yesterday from Singapore with the torpedo-boat destroyer *Janus*. The *Astraea* is a second-class cruiser of 4,360 tons displacement and 9,112 h.p. She was built at Devonport in 1893 at a cost of £244,881. Her armament is 2 in. gun-positions, and 2.1 in. deck. She carries two 6 in. Q.F., eight 4.7 in. eight 6 pr., one 3 pr., 4 maxims, and one light gun, with two torpedo-tubes. Her speed is 19.75 knots, and her complement 312. She is, it may be noted, the smallest ship in the Navy carrying midgets, of whom she has eight. The destroyer *Janus* is of 252 tons displacement and 3,789 h.p. She steams 27.8 knots and her armament consists of one 12-pdr. and five 6-pdr. quick-firing guns and she has two torpedo tubes. Her crew numbers 50. It looked as if the *Astraea* very narrowly escaped running into H.M.S. *Argonaut* yesterday, as also moved to her position. It is not improbable that the *Astraea* may be docked here.

The British transport *Dalhousie* left on Saturday for Taku.

AFFAIRS IN THE NEW TERRITORY.

Captain Superintendent F. H. May, C.M.G., returned yesterday to Hongkong from the New Territory. It appears that the general situation on the British boundary and the remoter parts of the New Territory is reassuring. Captain May is going back in the course of a few days, it is understood, but this need not be taken as indicating that any danger is apprehended. No intelligence has reached us since Saturday morning of any trouble on the other side.

GREAT DEFEAT OF BOXERS IN SHANTUNG.

The following detailed account of a battle which occurred on the 8th inst., at Tsangchow, Shantung-Chihli borders, ending in the utter defeat of the Boxers, is from the *N. C. Daily News*. General Xue, commanding Governor Yuan Shih-kai's troops at Tsangchow, on the 8th inst. in keeping the Northern Boxers from entering Shantung, has had no fewer than fourteen battles (including skirmishes) with the enemy since the beginning of September, during which the troops suffered defeat only twice, that is, in a couple of skirmishes, during which the Boxers outnumbered the troops five to one. All these fights occurred in the vicinity of Tsangchow, which is still held in force by Governor Yuan's troops, who have hitherto succeeded very well in preventing the entrance of all Boxers into the province. On the 9th inst., however, the Chief Commander, a Tientsin man named Chen, whose followers have the reputation of being the most ferocious and pitiless of their kind, concentrated his forces, numbering 5,000 men, and joining them to the Shantung Boxers on the early morning of that day marched against General Mei's troops and offered battle in the plains below the city of Tsangchow. The Boxers combined numbered over 12,000, while General Mei's forces only numbered 8,000 of all arms. But the challenge was accepted and the fight was on. General Mei, with 1,500 men to hold the city and placing 1,500 men with artillery on the rising ground outside the city walls to cover his retreat should he be outnumbered by the enemy, marched out with nearly 4,000 men to attack the enemy. 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NEW ADVERTISEMENTS.

GOVERNMENT NOTIFICATION.
No. 131.

It is hereby notified that the HONGKONG VOLUNTEERS will FIRE from 25 R.M.L. and MACHINE GUNS from the Platform above the former Customs Station at Lai-chikok in a Westerly direction over a sea range from 2 p.m. to 6 p.m. on WEDNESDAY, the 24th October, and SATURDAY, the 27th October, 1900.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 20th October, 1900. [2707]

REQUIRED A POWERFUL LAUNCH.
Length between perpendiculars, about 80 feet.
Speed not less than 10 knots.
Apply by letter to—
COMMODORE F. POWELL, C.B.,
Naval Yard,
Hongkong, 18th October, 1900. [2704]

VICTORIA PRECEPTORY AND PRIORY.
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on FRIDAY, the 26th October, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 22nd October, 1900. [2705]

PUBLIC AUCTION.
MESSRS. HUGHES & HOUGH have received instructions from the Mortgagee to Sell by Public Auction, in One Lot, on

MONDAY,
the 29th October, 1900, at 3 o'clock p.m., at their Sales Rooms in Ice House Street, All that One equal undivided Fourth Part or Share of and in all that PIECE or PARCEL of GROUND situate lying and being at Kowloon point, in the dependency of Kowloon and Colony of Hongkong, and registered in the Land Office as Kowloon Island Lot No. 607 and of and in all Messuages or Tenements Erections and Buildings thereon, held from the Crown for a term of 75 years from the 25th December, 1888.

Total Area of the whole lot, 43,376 Square Feet; Crown Rent of the whole lot, \$200 per annum.
For further Particulars and Conditions of Sale, apply to—
MESSRS. JOHNSON, STOKES & MASTER,
No. 12, Queen's Road Central,
Solicitors for the Vendor,
or to
THE AUCTIONEERS.
Hongkong, 22nd October, 1900. [2706]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR HAIPHONG.
"HAU LOONG."
Captain Bathurst, will be despatched for the above port TO-DAY, the 22nd inst., at Noon. For Freight or Passage, apply to—
DOUGLAS, LAPEL & CO.,
General Managers.
Hongkong, 22nd October, 1900. [2703]

UNITED STATES & CHINA JAPAN STEAMSHIP LINE.
ROB. M. SLOMAN & CO., HAMBURG.
NOTICE TO CONSIGNEES.
FROM NEW-YORK AND MANILA.
THE Steamship
"CLAUVERLEY,"
having arrived from the above ports, Consignees of General Cargo are hereby informed that their Goods with the exception of Valuables are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
All ship-damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognised, and Goods remaining undelivered after the 27th instant, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
CARLOWITZ & CO.,
Agents.
Hongkong, 20th October, 1900. [2702]

THE HONGKONG WEEKLY PRESS is now ready and contains—
Leading Articles—
Punishment of the Guilty in China.
The Inland Waterways Question.
The Southern Disturbances.
The European Steam-roller.
The Germans at Kiaochow.
The Crisis: Telegrams.
Hongkong Legislative Council.
Supreme Court.
The Crisis in China.
During Piracy Case.
The Regulations as to Back-yards.
Hongkong Jockey Club.
A Dishonest Cooks Brought to Book.
Shanghai's Defence Scheme.
A New Treaty Point in Japan.
H.M.S. Terrible Runs Aground.
The Trade of Singapore.
Canton.
Macao.
Tientsin.
Sundank Notes.
Canton Insurance Company, Limited.
Johanna Mining and Trading Company.
North China Insurance Company, Limited.
Hongkong Volunteer Corps.
Cricket.
The Royal Hongkong Golf Club.
Hongkong Rifle Association.
Water Return.
Consular Reports.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance, postage, 3d.
Extra copies 30 cents each, Cash.
Copies can be ordered from the Office to address sent, including postage 3d cents each, or 3d for three copies Cash.
Hongkong, 19th October, 1900.

NEW ADVERTISEMENT.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to—
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 22nd October, 1900. [15]

PUBLIC COMPANIES

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, TO-MORROW (TUESDAY), the 23rd instant, at TWELVE o'clock, Noon, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 22nd instant, both days inclusive.

By Order of the Board of Directors,
H. P. WADMAN,
Acting Secretary.
Hongkong, 2nd October, 1900. [2557]

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2534]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of 820 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 12th October, 1900. [2637]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that the FINAL CALL of 50 cents per Share on B Shares numbered—

15501-15600 36781-36833 53005-53078
17251-17300 37367-37376 53392-53393
17351-17400 38070-38094 54437-54486
18251-18300 38938-38941 52763-52782
19451-19500 39341-39345 54617-54623
19651-19700 41056-41155 54631-54637
20621-20650 43284-43333 54736-54749
20041-20050 43359-43383 54752-54758
21096-21105 43884-43983 54768-54770
21211-21310 45632-45731 54835-54896
21381-21480 46332-46381 55452-55462
21741-21820 46532-46556 55474-55477
22238-22247 46632-46681 55074-55080
23053-23062 47222-47221 56435-56534
23183-23232 48772-48821 56678-56777
23493-23512 49072-49121 56878-56877
23794-23843 50018-50031 57101-57200
23922-24071 50950-50966 57351-57450
23856-23928 50253-50272 58171-58190
32920-32961 50324-50337 58383-58382
33312-33336 51143-51167 59983-59980
35304-35403 52006-52009
35586-35585 52872-52721

Must be paid to the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the first day of November, 1900, and notice is also given that in the event of non-payment of such call at the Office of the Company aforesaid on or before the said first day of November, 1900, the above-mentioned Shares will be FORFEITED.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th October, 1900. [2701]

W. BREWER & CO.

NEW BOOKS.

China's Open Door, by Consul-General Wildman 3.50
China in Decay, by Alexis Krassne 3.50
China and the Present Crisis, by Walton 1.50
All the World's Fighting Ships, by Jans 3.00
Colobites of the Army, 12 Parts 4.20
Wide World, Volume 5 3.50
The Captain. A Book for Boys, Vol. 3 3.50
Tropical Diseases, by Morrison, Revised and Enlarged 6.50
Nautical Almanac, 1901 1.50
European Settlements of the Far East 3.50
Golden Deeds of the War 2.25

NEW STOCK.

NEW STAMP ALBUMS. INDIAN CIGARETTES.

EGYPTIAN CIGARETTES.

CROQUET LAWN BOWLS.

AYER'S TENNIS BALLS (covered and uncovered).

23 & 25, Queen's Road, Hongkong. [31]

HONGKONG JOCKEY CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the City Hall on SATURDAY, the 27th October, at 12.15 p.m.

BUSINESS.—To confirm the Resolution passed at the Extraordinary General Meeting of Members held on the 13th October.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th October, 1900. [3870]

DAVID CORSAIR & SON'S

NEWLY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNEOLD, KARBURG & CO.,
Sole Agents.
441

ENTERTAINMENT.

ST. GEORGE'S HALL.

MR. ALEC MARSH

AND

MR. A. G. WARD

beg to announce their

FIRST SUBSCRIPTION

CONCERT

(UNDER DISTINGUISHED PATRONAGE)
will take place on

THURSDAY NEXT,
25th OCTOBER, AT 9 P.M.

MESSRS. MARSH and WARD will be kindly assisted by MESSDAMES BREVITT, LANE and MUDIE, and MESSRS. LAMBERT, HILL, GRIMBLE, SCHROETER, and GRACA.

PRICES.
For Series of Three Concerts \$7.50
For One Concert (Reserved) 3.00
Unreserved Seats at Single Concerts 1.00

Tickets and Plan of Hall at the ROBINSON Piano Co.
Hongkong, 20th October, 1900. [2699]

WANTED, as soon as possible, a HOUSE or HOUSES to accommodate 10 or 12 OFFICERS of the Royal Artillery, situated as near as possible to Bowen Road Tram Station. Apply with particulars as to number of rooms, rent, &c., to Colonel COLLARD, D.A.A.G., Head Quarters, in person, or by letter between the hours of 9 a.m. and 3 p.m. daily.
Hongkong, 18th October, 1900. [2680]

A ROOM WANTED.

WANTED, a ROOM FURNISHED in centre of Town, with attendance.
Apply by letter to—"S."
Care of Office of this Paper.
Hongkong, 19th October, 1900. [2687]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

WANTED.

EUROPEAN OUTDOOR SUPERINTENDENT for the Kowloon Godowns. Must have good knowledge of Cargo Work. Apply by letter only, stating age, qualifications, &c., to—
EDWARD OSBORNE,
Secretary.
Hongkong, 19th October, 1900. [2690]

WANTED.

A YOUNG PORTUGUESE CLERK for Copywork, &c.
Apply to—
B. R. C.,
Care of Office of this Paper
Hongkong, 20th October, 1900. [270]

JUST LANDED.

FRESH AUSTRALIAN SELECTED CREAMERY BUTTER (Crown Brand),
FRESH AUSTRALIAN GREASY BUTTER (in Glass Jars), FRESH AUSTRALIAN CHEESE, American and English, FRESH PROVISIONS, CRYSTALLIZED and DRIED FRUITS, and various kinds of SWEETS. Price Moderate.

JEEBHOY & CO.,
19c, Hollywood Road.
Hongkong, 17th October, 1900. [2669]

NOTICE.

STEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL.
For terms, &c., apply to—
LAPEL, CASS & CO.,
Amoy, 10th October, 1900. [2688]

HOTELS.

"BOA VISTA" HOTEL, MACAO.

The only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.
MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HONGKONG" in 8 hours, leaving Hongkong at 2 p.m., and Macao at 8 a.m. Connection made by Company's Steamer to and from Canton.
Tourists should not miss the chance of visiting this famous old City.
For Terms, apply
MANAGER.
Telegraphic Address, "Boavista." [2549]

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.

The Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALTY.

Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.

SARKIES BROTHERS,
Proprietors.
Hongkong, 16th August, 1900. [2219]

ENTERTAINMENT.

"RUGBY FOOTBALL,"

BY

ARTHUR J. GOULD

(WHO HAS PLAYED IN TWENTY-SEVEN INTERNATIONAL MATCHES).

THE following SPECIAL ARTICLES

are now appearing weekly in the Hongkong Daily Press—

4.—FOUR THREE-QUARTERS V. THREE.
5.—GREAT PLAYERS OF THE PAST.
6.—GREAT PLAYERS OF THE PRESENT.
7.—THE NORTHERN UNION'S EFFECT ON THE GAME.
8.—IS RUGBY FOOTBALL DETERIORATING?
Hongkong, 10th October, 1900. [2629]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE.

WHEREAS there have recently been LOST or STOLEN from WU JIM PAH, their Owner, at Tientsin, the following SCRIPS, namely:—

1.—Scrip No. 6022 for 100 Shares in this Company, Numbered 14876/14923, 6176/6206, and 6976/6700.
2.—Scrip No. 6023 for 100 Shares in ditto, Numbered 6700/6725, 35101/35123, 3443/3443, and 31023/31049.
3.—Scrip No. 6024 for 100 Shares in ditto, Numbered 48156/48180, 49677, 47749/47772, 33474/33498, and 28463/28488, and
4.—Scrip No. 6025 for 100 Shares in ditto, Numbered 2951/3000, 24571/24575, 28639/28640, 46880/46897, and 34414/34438.

Notice is hereby given to the Public not to purchase or deal in any way with any of these Scrrips or Shares.

A. SHELTON HOOPER,
Secretary.
Hongkong, 17th October, 1900. [2671]

IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS the IMPERIAL BANK OF CHINA'S Promises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING TSU-YIN currency, have been STOLEN therefrom:—

100,000 Notes of 5 Maes each—Nos. 0001 to 100,000.
100,000 Notes of 1 Taal each—Nos. 0001 to 100,000.
20,000 Notes of 5 Taals each—Nos. 0001 to 20,000.
10,000 Notes of 10 Taals each—Nos. 0001 to 10,000.

The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.

By Order of the Board of Directors,
For the IMPERIAL BANK OF CHINA,
(Sgd.) A. W. MALTAND,
Acting Chief Manager.
Hongkong, 20th September, 1900. [2466]

OWNERS OF HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of October, 1900, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board,
G. A. WOODCOCK,
Acting Secretary.
Hongkong, 1st October, 1900. [5348]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1900.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that JOHN OLIPHANT has, on the 25th day of June, 1900, applied for the Registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS:—(1) The word "Lifelong" and the picture of a man holding up a Lifelong, with the words "For saving life" and "For preservation of health"; (2) The word "Lux" and the picture of two figures and a tub, one figure holding up a looking glass and the other reclining; and (3) The word "Lifelong" in the name of LEVER BROTHERS, Limited, who claim to be the proprietors thereof.

The TRADE MARKS are intended to be used by LEVER BROTHERS, Limited, forthwith in respect of the following Goods in Class 47: Candles, Common Soap, Detergents, Starch, Blue and all Goods included in Class 47. Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong, 1900.

Dated the 20th day of August, 1900.

DENNY & ROWLEY,
Solicitors for the Applicant.

TACK CHEONG LOONG

NAVY & MILITARY TAILOR

DRAPER AND OUTFITTER.

Clothing made by hand; guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c., for Sale. New and Fashionable Goods. Prices very moderate.

No. 85, QUEEN'S ROAD CENTRAL.
Hongkong, 16th October, 1900. [2632]

BANKS.

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL.....over £210,000
RESERVE LIABILITY OF SHAREHOLDERS.....fully £425,000
HOLDERS.....£285,000

HEAD OFFICE: 36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore

AGENCIES: Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS: The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts.....2 per cent
Fixed Deposits 3 months.....4
Do. 6 months.....4
Do. 12 months.....5

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places. Hongkong, 1st May, 1900.

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,125,000
PAID-UP.....£ 562,500
RESERVE FUND.....£ 30,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months.....4 1/2 %
Do. 6 months.....4 %
Do. 3 months.....3 1/2 %

J. THURBURN, Manager, Hongkong.
Hongkong, 24th March, 1900. [120]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL.....Yen 5,000,000
PAID-UP CAPITAL.....1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JUICHI SOTEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES: Tokyo, Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hsokodate, Moji, Tainan, London, New York, S. Francisco, Hongkong, Amoy, Shanghai, Tientsin, Newchwang, Chemulpo, Fusan.

HEAD OFFICE:—INTEREST ALLOWED.
On Current Account.....5.475 % per annum
Savings Bank 6.205 %
On Fixed Deposits:—
For 3 months.....0 1/2 % per annum
Do. 6 months.....1 %
Do. 12 months.....1 1/2 %

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and Abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI,
Manager.
Taipei, 5th October, 1900. [229]

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
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Hongkong, 17th February, 1899. [189]

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Hongkong, 22nd September, 1891. [2482]

RUGBY FOOTBALL.

ARTHUR J. GOULD.

THE EFFECT OF THE INSTRUCTIONS
TO REFEREES.

When the International Board, with the
unanimous approval of the English, Scottish,
Welsh and Irish Unions, issued their instruc-
tions to referees and players, they did a very
necessary work. Their object was to obtain
uniformity in the interpretation of the laws of
the game. The same laws governed Rugby
football in the four countries, but there were
marked divergencies in some important points of
play. That these differences in practice
existed, was due in some measure to the influence
of Wales, who in recent years has been the in-
novator in Rugby football; and the chief point
in the new instructions undoubtedly struck at
an innovation—a tacit abandonment of the
strict interpretation of the law—which was
due to the general adoption of the Welsh
system of back play by Welsh and English
clubs. With this point, the strict interpreta-
tion of Law 6 with regard to a man who is
tackled putting the ball down at once, I shall
deal at length later in this article; but I would
point out that in numerous small matters there
existed such differences in the ideas of referees
that players who had been accustomed to the
Scottish or Irish interpretation were rather apt
to be fogged when a referee whose ideas were
Welsh of the Welsh determined to have the
game played according to his notions, while
Welsh teams did not lavish blessings on En-
glish and Scottish referees whose ideas were at
total variance from those governing the club
games which formed the bulk of their expe-
rience. This came home, especially in the
Welsh international matches with England, in
which the referee was either an Irishman or a
Scotsman, whose ideas of play were farthest
removed from those of Wales. It was there-
fore in the best interests of the game as a whole
that the International Board attempted to bring
about uniformity.

IMPORTANT POINTS.

It would be easier to deal with the effects of the
instructions which sought to secure this end had
they been more generally and consistently ob-
served. At the commencement of the season re-
ferees were very zealous in putting into opera-
tion the most sweeping of the instructions, and at
first there was something like unanimity as to
the meaning of the laws; but before the season
was over differences in practice had arisen
again; while I am bound to say that some of
the most important points were generally ignored.
Let us go through the circular, and deal
with the more important points in order. Let
it be remembered, in the first place, that while the
circular was addressed to referees, upon whom the
conduct of the game chiefly—almost entirely—de-
pends, it was also addressed to the players, who
were expected to make themselves acquainted
with its recommendations and rulings. The first
point laid down was that the visiting team were
bound to see, before the game commenced, that
the ground was the proper size and properly
marked. This is especially important with
regard to the dead ball line or boundary. No
team ought to commence play without ascer-
taining, if there is room for doubt, where the
dead ball line is; yet teams have still been known
to dispute the legality of a try because their
idea of the place where the dead ball line ought
to be differed from the idea of the home team.
Then again, the instructions distinctly state that
"a rebound is not a knock-on, and therefore no
fair catch can be made therefrom or penalty
given." If that be so, an attacking team ought
not to be pulled up for a rebound. Yet this is
done repeatedly. The policy of the Interna-
tional Board, and the intention of the instruc-
tions, is to make the game faster, to keep the
game moving; yet many referees stop the game,
and order a scrimmage, often robbing an attack-
ing team of an undoubted advantage, because of
a rebound. A knock-on or a throw forward, the
laws say, is caused by propelling the ball by the
hand or the arm in the direction of the oppo-
nents in goal; if the ball goes forward from any
other part of the body, the referee has no right
to stop the game. But he does it, very often.

For the moment I pass over the references to
"playing on" when a man has been tackled.
With reference to the instruction that "if a
player be hurt the referee should not blow his
whistle till the ball be dead, unless such hurt
player is in such a position that continuance of
play might entail further danger," it may be
said that this rule, which has been generally
observed so far as I have seen, is in keeping
with the general policy of the Board, and is fair
in essence, as it is not fair to penalise a team for
an accident, possibly to one of their own players.
An accident distracts attention, it is true, but
players must play to the whistle, and the in-
structions are clear upon the point. One mat-
ter which the International Board did not
think it necessary to emphasise (the laws are
definite upon it) may very well be referred to
here. In law 3, which deals with the duties of
referees and touch judges, section G says the
referee must whistle "when he notices any ir-
regularity of play whereby the side committing
such gain an advantage." Plainly, therefore,
where the offending side does not gain an ad-
vantage it is not his duty to whistle, and cer-
tainly he ought not to stop the play when the
innocent side gains an advantage by their op-
ponents' accidental or wilful irregularity. Yet
it is repeatedly done. Take the case of that most
frequent form of irregularity—the knock-on. It
is especially laid down by law 16 that play shall
continue if the innocent side gain an advantage
from the offence of their opponents, but referees
frequently ignore the law and penalise one side
for the offence of another. Though somewhat
outside the scope of this article, reference to it

is justified by the prevalence of the mistake on
the part of those who control the game.

There was nothing more definite in the whole
circular than the observations upon the enforce-
ment of penalties under Law 8 (the off-side law),
and nothing more calculated to secure fair play;
yet it was simply astounding to observe the
way in which the instruction was ignored. It
was not so much with regard to playing the
ball off-side that there is cause for complaint; it
is under the head of "active or passive obstruc-
tion" by an off-side player that referees have
been lax. The law says a player must not
be guilty of such obstruction; further he must
not approach within ten yards of any player
waiting for the ball, and penalties are provided;
yet in scores of cases forwards who are off-side
have been allowed to encroach within the ten
yards, and when a back has dropped the ball,
often through their proximity, the offending
side have been allowed to take advantage of
their own offence, when, if the spirit of the laws,
and the plain directions of the instructions, were
obeyed, they would be penalised. It is all very
well for the referee to argue in his own mind
that the back ought to catch the ball, but if he
allows the men to encroach without blowing his
whistle, it is too late to do so when the ball is
dropped and the off-side men are dashing down
upon it. The duty of the referee is to enforce
the penalty immediately the offence is com-
mitted. By abolishing the penalty for lifting a
foot in the scrimmage the Board took a logical
step—healing is a recognised part of the modern
game—and by legalising the lifting of the
foot the Board fell into line with the modern
game, and showed that they were not disinclined
to encourage back play, even though they were
more anxious to preserve, develop, and en-
courage fast, open forward play.

"REFEREE WHISTLING."

That, I take it, was their chief desire when
they made those important pronouncements
under the head of "referee whistling." These
particular instructions are so important
that I make no apology for quoting
them. "No power is given to the referee,"
says the circular, "to whistle simply because a
player is tackled with the ball, and this is one of
the most important points to which the Board
wish, to direct attention, as the present habit of
whistling the moment a man is tackled is simply
spoiling the game by slowing it down, and
taking away any advantage a side of quick
followers-up might otherwise gain. When a
player with the ball is tackled and the ball fairly
held, the referee may only blow his whistle for
one of the following causes: 1. Law 11 (b) When
such a player does not at once fairly put the ball
down. 2. Law 11 (c) When such a player is on
the ground and he does not at once fairly put the
ball with the ball, and either get up or roll away
from the ball. 3. Law 11 (d) When a player of
the opposite side prevents such a player from
either putting the ball down or getting up. 4.
Law 3 (e) When the referee considers that the
continuance of play would be dangerous." These
instructions arose out of the Welsh habit of
stopping the play and forming a set scrimmage
whenever a man was tackled. The object of this
was to give the backs every possible chance of
setting passing in motion, as with a set scrimmage,
deliberately formed before the ball was put down,
there was a greater chance of quick healing to the halves and pass-
ing to the three-quarter line. Welsh teams
thought that theirs was "the better way," for
their ideal game was one in which the backs
were as often as possible on the move. But the
Scottish and Irish legislators, and the older
school of English followers of the game, believe
in the forwards, and hold that fast, vigorous
play by the pack, with clever footwork and hard
following up, were endangered by continual
whistling for set scrimmages. In Wales we
still think that the forwards had quite their
fair share of the play in the game as we played
it; we held that the pack did not lack oppor-
tunities to practice following up, dribbling and
tackling; moreover, we believe that the change
has tended to lessen the chances of scientific com-
bination; but the International Board undoubt-
edly had the law on their side, the majority of
countries favoured a return to the stricter in-
terpretation of the law, and Wales fell into line,
in the interests of the game as a whole. There
is a tendency to slip back to the Welsh way oc-
casionally, but I think it would be a mistake
to encourage this, for law is law, and the strict
interpretation of it has advantages. The result
of the new instructions upon the particular
point has been to make the game faster in
front, and while it strikes a blow at back com-
bination, it stimulates self-reliance and indi-
vidual ability in backs and forwards alike. When
the game is in the hands of a strong referee,
who "lives" taken the trouble to think out
exactly how the instructions apply to the
various points that arise in practice, it may be
no more dangerous, and quite as interesting,
to those who appreciate good forward work,
as the Welsh style, which must perforce be
grafted on to it. The return to the old style
puts a premium on quick fielding, kicking, and
passing in the backs; it certainly encourages
unfiring energy in the forwards, and gives the
clever dribbler, the resourceful player, a better
opportunity than he had under the Welsh game.
It does certainly take from the backs to give
to the forwards, but out of it will be evolved
new methods of combination. In the hands of
a weak referee the game under the new instruc-
tions is dangerous, and miserable to watch, since

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MR. A. TACK'S FURNITURE STORE
will be REMOVED to Des Vaux
Road, New Praya, opposite the Offices of the
P. and O. S. N. Co., on or about the 30th inst.
Owing to the decorations not being complete,
business will not be transacted at the new build-
ing for two or three weeks, but will be re-
sumed at an early date. Customers are respect-
fully requested to call at or send communica-
tions to Nos. 27 and 28, LEE YUEN STREET
EAST, their temporary Store.
Hongkong, 27th September, 1900. [2514]

it is apt to lead to a lot of scrambling and
scragging. The great points are—the referee
must see that the ball is put down when a man
is tackled, and he must see also that the man
has a fair opportunity to put it down. The
means are in his own hand; it is a proof of his
incompetence (and many a proof has been
given) if he allows the game to deteriorate into
a hugging, tagging, scragging match.

In so far as the instructions aimed at uniform-
ity of practice, in so far as they have secured
it, they are excellent. As will be gathered from
the foregoing, in Wales we do not regard the
instruction last dealt with as favourable to the
continued development of the game which we
have regarded as peculiarly our own; but we
recognise that it has a good effect (or ought to
have, when properly carried out by players and
referees) upon forward play. It meets the ideal
of three out of the four countries, and Wales
loyally accepts it. With regard to the other
points, they all make for greater clearness of
conception and the encouragement of fair play.
Their effect has been a good one, where they
have been intelligently and loyally carried out;
the only regret is that referees have not more
strictly enforced some of the instructions, espe-
cially those relating to off-side play.

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stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
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obtained.

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notice to the contrary be given before NOON
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remain-
ing undelivered after the 25th October will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 23rd October
and THURSDAY, the 25th October, at 9.30
A.M.

All claims must reach us before the 28th
October, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 18th October, 1900. [8]

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Hongkong, 1st June, 1899. [1637]

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will be REMOVED to Des Vaux
Road, New Praya, opposite the Offices of the
P. and O. S. N. Co., on or about the 30th inst.
Owing to the decorations not being complete,
business will not be transacted at the new build-
ing for two or three weeks, but will be re-
sumed at an early date. Customers are respect-
fully requested to call at or send communica-
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Agents for Hongkong. [49]

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Nos. 76 & 78, DES VEAUX ROAD (OLD PRAYA

CENTRAL).

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and A TYE are no longer connected
with the above firm, both having been dismissed
as foremen. On and after the 22nd September
we shall not be responsible for their liabilities or
their dealings, &c., &c.

Customers are respectfully requested hence-
forth to communicate direct with this firm, or
through our Assistants who are authorised to
go on board vessels for orders for gear, &c., &c.
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it. But that thumping, aching Head-ache;
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LONDON VIA SUEZ CANAL	AXA	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
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MARSEILLES, &c., VIA PORTS OF CALL	LAOS	Frans. str.	—	Flamin	MEHLERS & CO.	To-day, at 1 p.m.
MARSEILLES & LONDON DIRECT	MALTA	Brit. str.	—	W. Townsend	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	SANUKI MARU	Jap. str.	—	Jacobs	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	To-morrow.
HAYRE & HAMBURG	SAENIA	Ger. str.	—	Forek	CARLOWITZ & CO.	On or about 2nd Nov.
HAYRE & HAMBURG	SUEVIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 18th Nov.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. str.	—	R. Archibald, R.N.R.	SHEWAN, TOMES & CO.	On or about 27th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPERESS OF CHINA	Brit. str.	—	M. J. Carnov	NIPPON YUSEN KAISHA	On 24th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	IDEUMI MARU	Jap. str.	—	W. Watt	DODWELL & CO. LIMITED	On 27th inst., at 4 p.m.
PORTLAND, OREGON VIA JAPAN	BRAEMAR	Brit. str.	—	Kennedy	T. M. STEVENS & CO.	On or about 25th inst.
SAN FRANCISCO VIA AMOY, &c.	MONMOUTHSHIRE	Brit. str.	—	—	—	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	DORIC	Brit. str.	—	—	—	On 30th inst.
SAN DIEGO, &c., VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	—	On 8th Nov., at Noon.
AUSTRALIAN PORTS	CITY OF RIO DE JANEIRO	Brit. str.	—	—	—	On 20th Nov.
AUSTRALIAN PORTS	CLYDE CITY	Brit. str.	—	—	—	On 26th inst., at Daylight.
KOBE	YAWATA MARU	Jap. str.	—	—	—	On 28th inst., at 4 p.m.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	On 12th Nov., at Noon.
MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	—	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	—	On 26th inst., at Daylight.
SHANGHAI & JAPAN	YAWATA MARU	Jap. str.	—	—	—	On 4th Nov., at Daylight.
SHANGHAI	YAWATA MARU	Jap. str.	—	—	—	On or about 23rd inst.
HAIPHONG	YAWATA MARU	Jap. str.	—	—	—	On or about 26th inst.
SWATOW & TAIWAN	YAWATA MARU	Jap. str.	—	—	—	To-day, at Noon.
FOOCHOW VIA SWATOW & AMOY	YAWATA MARU	Jap. str.	—	—	—	To-day, at Noon.
MANILA VIA AMOY	YAWATA MARU	Jap. str.	—	—	—	On 31st inst., at Daylight.
MANILA DIRECT	YAWATA MARU	Jap. str.	—	—	—	On 24th inst.
MANILA	YAWATA MARU	Jap. str.	—	—	—	On 24th inst.
MANILA, JEBU & ILOILO	YAWATA MARU	Jap. str.	—	—	—	On 24th inst.
MANILA	YAWATA MARU	Jap. str.	—	—	—	On 24th inst.
SANDAKAN	YAWATA MARU	Jap. str.	—	—	—	On 24th inst.
SAMARANG & SOERABAYA	YAWATA MARU	Jap. str.	—	—	—	On 24th inst.

SHIPPING.

ARRIVALS.
Oct. 19, EXE, British steamer, Dale, Mororan 6th Oct., Coal.—DODWELL & CO., LTD.
Oct. 20, KWONGSANG, British str., 977, Stalker, Taku 11th Oct. and Chofoo 14th, General.—JARDINE, MATHESON & CO.
Oct. 20, CLAYBERRY, British str., 1,920, Wigley, Manila 10th Oct., General.—CARLOWITZ & CO.
Oct. 20, P. C. C. KLAO, British steamer, 1,012, McLellan, Bangkok 10th October, Rice.—BUTTERFIELD & SWIRE.
Oct. 20, ANPING, British str., 1,158, H. Barlow, Shanghai 17th Oct., General.—CHINESE.
Oct. 20, DUMBLANE, Italian steamer, 721, Z. Trapani, Fremantle 20th August, Sandal wood.—ORIENT.
Oct. 20, P. C. KLAO, British str., 1,011, Jas. Fowler, Bangkok 10th October, Rice.—BUTTERFIELD & SWIRE.
Oct. 20, YUENSANG, British str., 1,128, P. H. Rolfe, Manila 17th October, General.—JARDINE, MATHESON & CO.
Oct. 20, BENJARIO, British str., 1,454, Krobbe, Singapore 11th October, General.—GIBB, LIVINGSTON & CO.
Oct. 20, BELGIAN KING, British str., 1,450, Weiss, Manila 13th Oct., Ballast.—BUTTERFIELD & SWIRE.
Oct. 20, DIOMED, British steamer, 3,005, J. H. Goodwin, Singapore 14th October, Coal.—BUTTERFIELD & SWIRE.
Oct. 20, FEICHING, British str., 989, J. Gordon, Haiphong 16th October and Hoilow 19th, General.—JENSEN & CO.
Oct. 20, HONGKONG, French str., 862, Pannier, Haiphong 17th Oct. and Hoilow 19th, General.—A. R. MARTY.
Oct. 20, JAMES BRAND, British str., A. Torrance, Kutuang 12th Oct., Kerosine.—MEYER & CO.
Oct. 20, MILOR, German str., 1,500, Hermann, Hongay 16th Oct., Coal.—EAST ASIATIC TRADING CO.
Oct. 20, SISHAN, British steamer, 845, Holton, Saigon 13th Oct., Rice and General.—BRADLEY & CO.
Oct. 21, AMERCON APCAR, British str., 2,879, A. Stewart, Calcutta 30th Sept., Penang 10th Oct. and Singapore 15th, General.—DAVID SASSON, SONS & CO.
Oct. 21, CLARA, German str., 675, Hanson, Haiphong 17th Oct., General.—JENSEN & CO.
Oct. 21, DUKER OF PORTLAND, British str., 2,481, D. C. Long, Calcutta 7th Oct., General.—JARDINE, MATHESON & CO.
Oct. 21, LAOS, French str., 2,331, Flamin, Shanghai 22nd Oct., Mails and General.—MESSAGERIES MARITIMES.
Oct. 21, LOONGMOON, German str., 1,245, F. Schulz, Shanghai 18th October, General.—SIEMSEN & CO.
Oct. 21, NIPPON MARU, Japanese steamer, San Francisco 22nd Sept., Mails and General.—TOYO KISEN KAISHA.
Oct. 21, NORDERNEY, German str., 3,569, Fench, Hamburg 5th Sept. and Singapore 13th Oct., General.—SIEMSEN & CO.
Oct. 21, SUEVIA, German str., 2,663, Th. Forek, from Singapore, General.—SIEMSEN & CO.
Oct. 21, ASTRAEA, British steamer, 4,300, Alfred Paget, Singapore 15th October.
Oct. 21, JAVIS, British torpedo boat destroyer, Lieut.-Comdr. R. G. Corbett, Plymouth 16th April.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE.
20th OCTOBER.
Astoria, German str., for New York.
Erie J. Ray, Amr. bark, for Quinhon.
Claverley, British str., for Shanghai.
Tamsui Maru, Japanese str., for Swatow.
Elee, German str., for Vladivostok.
Thales, British str., for Swatow.
Energie, British str., for Moji.
Hailan, French str., for Hoilow.
Kachidate Maru, Japanese str., for Moji.
Tiger, Norw. str., for Kutchinotau.
James Brand, British str., for Shanghai.
Quarta, German str., for Hoilow.
Chowfa, German str., for Swatow.

DEPARTURES.

Oct. 20, SUNGLANG, British str., for Amoy.
Oct. 20, DALHOUSIE, British str., for Taku.
Oct. 20, SULLBERG, German str., for Chofoo.
Oct. 20, SERBIA, German str., for Singapore.
Oct. 20, HUE, Fr. str., for Kwong-chow-wan.
Oct. 20, ANPING, British str., for Canton.
Oct. 20, HINGYUNG, British str., for Shanghai.
Oct. 20, TAIYANG, British str., for Shanghai.
Oct. 20, DEYAWONGSE, Ger. str., for Hoilow.
Oct. 21, ASTREA, German str., for New York.
Oct. 21, TAMAU MARU, Jap. str., for Swatow.
Oct. 21, THALES, British str., for Swatow.

VESSELS IN DOCK.

At REDDEN DOCKS.—U.S.S. Monterey, Canton, Canton River, Admistror. Gwalior, Ellis Nossat, Don Juan de Austria, Likh, Chingta, Imani Maru.
At COSMOPOLITAN DOCK.—Stanfield.

SHIPPING REPORTS.

The British steamer *Feiching*, from Haiphong 16th Oct. and Hoilow 19th, had strong N.E. and E.N.E. winds throughout.
The British steamer *Benlarig*, from Singapore 11th inst., reports that she passed through typhoon on 17th and 18th.
The British steamer *P. C. KLAO*, from Bangkok 10th inst., had fine weather to Padaran; from thence to arrival strong monsoons.
The British steamer *Yuensang*, from Manila 17th inst., had fresh to moderate monsoon and high to moderate sea, clear weather throughout.
The British steamer *Arratoon*, from Calcutta 30th Sept., Penang 10th and Singapore 15th, had fine, clear weather and moderate to fresh breeze.
The German steamer *Loongmoon*, from Shanghai 15th inst., had fine, clear weather and fresh N.W. wind to Lamook; from thence to port north storm. Passed three German transports *Arcadia*, *Crefeld* and *Roland*, bound north.
The British steamer *Duke of Portland*, from Calcutta 7th inst., had fine weather with light S.W. winds through Bay of Bengal; thence to Singapore light W.S.W. winds with occasional showers, and thence to lat. 11 N., long. 107.39 E., strong freshening wind veering from W. to E., with thick rain and high confused sea, till reaching lat. 17 N., long. 113 E., and moderate weather till reaching Hongkong.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd October, 1900, at 1 p.m., the Company's Steamship "LAOS", Captain Flamin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 2 p.m. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 9th October, 1900.

FOR WUCHOW VIA KAMCHUK, SAM-SUI, SIWHING AND TAKHING.

THE Company's Steamship

"KWALLUM",
Captain D. Bowie, will be despatched for the above ports TO-DAY, the 22nd inst., at 5 p.m. For Freight or Passage, apply to KAI HING & CO., 46, Praya West.
Hongkong, 20th October, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship

"YUENSANG",
Captain Rolfe, will be despatched as above TO-MORROW, the 23rd inst., at 4 p.m. This Steamer has superior accommodation for First Class Passengers, is fitted throughout for Freight or Passage, and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 19th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOERABAYA.
THE Company's Steamship

"SHANTUNG",
Captain Quail, will be despatched as above TO-MORROW, the 23rd inst., at 4 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th October, 1900.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPERESS OF CHINA", Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900
"EMPERESS OF INDIA", Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900
"EMPERESS OF JAPAN", Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 29th September, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	COROMANDEL	About 26th Oct.	Freight or Passage.
	P. W. Vibert, R.N.R.	Oct.	
SHANGHAI and JA-PAN	CANTON	About 26th Oct.	Freight or Passage.
	C.F. Lockstone, R.N.R.	Oct.	
MARSEILLES and LONDON DIRECT	MALTA	Noon, 27th Oct.	See Special Advertisement.
	F. J. Cole	Oct.	
LONDON	BOMBAY	About 1st Nov.	Freight or Passage.
	G.M. Montford, R.N.R.	Nov.	

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 3rd October, 1900.

HAMBURG-AMERIKA-LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

NORDDEUTSCHERS LLOYD

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG	HAYRE & HAMBURG	On 23rd Oct.
Capt. Jacobs	(London with transshipment in Hamburg)	Freight.
* SARNIA	HAYRE & HAMBURG	About 2nd Nov.
Capt. Schlaefke	(London with transshipment in Hamburg)	Freight and Passage.
SUEVIA	HAYRE & HAMBURG	About 18th Nov.
Capt. Forek	(London with transshipment in Hamburg)	Freight.
AMBRIA	HAYRE & HAMBURG	About 2nd Dec.
Capt. A. Wagner	(London with transshipment in Hamburg)	Freight.

* This steamer has superior accommodation for Passengers, and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

Agents.

HAMBURG-AMERIKA-LINIE, NORDDEUTSCHERS LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRAEMAR	3,601	W. Watt	November 10
DUKE OF FIFE	3,821	J. S. Cox	November 24
OLYMPIA	2,837	J. Truebridge	November 30
QUEEN ADELAIDE	2,832	F. McNair	December 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.

Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,

General Agents

Hongkong, 10th October, 1900.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. A.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OLDENBURG	—	WEDNESDAY 31st October.
BAYERN	—	WEDNESDAY 14th November.
STUTTGART	—	WEDNESDAY 28th November.
KONIG ALBERT	—	WEDNESDAY 12th December.
PRINZ HEINRICH	—	WEDNESDAY 26th December.
PRINZESS IRENE	—	WEDNESDAY 9th January, 1901.
FRUESEN	—	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	—	WEDNESDAY 6th February, 1901.
SACHSEN	—	WEDNESDAY 20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	—	WEDNESDAY 6th March, 1901.

ON WEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship "OLDENBURG" of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 29th October. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 30th October; and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 18th October, 1900.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	KOBE and YOKOHAMA	FRIDAY 26th Oct., at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY 26th Oct., at 4 p.m.
A. E. Moses	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY 27th Oct., at 4 p.m.
IDZUMI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY 2nd Nov., at Daylight.
SANUKI MARU	MOJI, KOBE and YOKOHAMA	SUNDAY 4th Nov., at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT OCEANIC RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road

VESSELS ON THE BERTH
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
DORIC (via Amoy, Shanghai,
Nagasaki, Kobe, Inland Sea,
Yokohama, and Honolulu).....
TUESDAY, Oct. 23,
at Noon.
COPIC (via Shanghai,
Nagasaki, Kobe, Inland Sea,
Yokohama, and Honolulu).....
SATURDAY, Nov. 17,
at Noon.
GAELIC (via Shanghai,
Nagasaki, Kobe, Inland Sea,
Yokohama, and Honolulu).....
TUESDAY, Dec. 11,
at Noon.

THE Company's Steamship "DORIC"
will be despatched for SAN FRANCISCO
VIA AMOY, SHANGHAI, NAGASAKI,
Kobe, INLAND SEA, YOKOHAMA,
and HONOLULU on TUESDAY,
the 23rd October, 1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
Lines of Steamers and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,

Hongkong, 19th October, 1900.

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"MENMUIR."
Captain R. W. Almond, will be despatched as above
TO MORROW, the 23rd inst., at 5 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light and is supplied with a Refrigerat-
ing Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 17th October, 1900. [2678]

FOR KORE.
THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched as above
TO MORROW, the 23rd October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2585]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.
THE Company's Steamship

"TONKIN."
Captain Vaquier, will be despatched for the
above ports on or about TUESDAY, the 23rd
instant, instead of as previously notified.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th October, 1900. [2]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SANDAKAN.
THE Company's Steamship

"MAUSANG."
Captain R. Cox, will be despatched for the above
port on WEDNESDAY, the 24th instant, at
Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th October, 1900. [2677]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY, AND MELBOURNE.
THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched as above
on MONDAY, the 12th November, at Noon.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber during the entire voyage.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2586]

VESSELS ON THE BERTH
THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR POOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship
"AKASHI MARU."
Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 24th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 11th October, 1900. [2524]

FOR PORTLAND (OREGON) VIA JAPAN
(Booking Cargo for SAN FRANCISCO and
OVERLAND POINTS).

THE A.1 Steamship
"MONMOUTHSHIRE."
Captain Kennedy, will be despatched on or
about the 25th inst.
For Freight and Passage, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 20th October, 1900. [2570]

PASSAGE.

THE Steamship
"MONMOUTHSHIRE."
100 A.1 sailing FOR PORTLAND (ORE-
GON), about the 25th inst., has room for a
few First Class Passengers at reduced rates.
Bookings for Interior Points and Europe.
Stewards and Surgeon carried.
Apply—
T. M. STEVENS & CO.,
4, Duddell Street.
Hongkong, 19th October, 1900. [2667]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"GUTHRIE."
Captain McArthur, will be despatched for the
above ports on FRIDAY, the 26th inst., at
DAYLIGHT.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available, for
return by the steamers of the China Navigation
Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 5th October, 1900. [2593]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu).....
TUESDAY, Oct. 30,
1900, at Noon.
AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu).....
SATURDAY, Nov. 24,
1900, at Noon.
HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu).....
TUESDAY, Dec. 18,
1900, at Noon.

THE Twin-Screw Steamship
"NIPPON MARU"
will be despatched for SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on TUESDAY, the 30th October,
1900, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,

Hongkong, 15th October, 1900.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHEFSON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.
S.S. "CARLSLE CITY"..... On 20th Nov.
3,002 Tons.....

THE Steamship "CARLSLE CITY"
will be despatched for SAN DIEGO and
SAN FRANCISCO VIA MOJI, KOBE,
YOKOHAMA, and HONOLULU, on TUES-
DAY, the 20th November.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,

Hongkong, 8th October, 1900.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY, AND MELBOURNE.
THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched as above
on MONDAY, the 12th November, at Noon.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber during the entire voyage.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2586]

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN, SINGAPORE, COLOMBO,
YANAM, AND AMERICAN PORTS.

THE Company's Steamship
"MALTA."
Captain F. J. Cole, carrying Her Majesty's
Mails, will be despatched from this for Mar-
sailles and London direct on SATURDAY,
the 27th October, at Noon, taking passengers
and cargo for the above ports.
Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 16th October, 1900. [1]

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu).....
THURSDAY, Nov. 8,
at Noon.
CITY OF PEKING (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu).....
TUESDAY, Dec. 4,
at Noon.
CHINA (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu).....
THURSDAY, Dec. 27,
at Noon.

THE Company's Steamship "CITY OF
RIO DE JANEIRO" will be despatched for
SAN FRANCISCO, VIA SHANGHAI,
NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA, and HONOLULU on THURS-
DAY, the 8th November, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN,

Hongkong, 15th October, 1900.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"AJAX."
Captain Batt, will be despatched as above on
TUESDAY, the 27th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1900. [2688]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INNO-
CENT STEAM NAVIGATION Co.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—
STATE OF MAINE, American ship, Colcord—
Standard Oil Co.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with Powder only, and 1 oz of Shot.
Primrose Cases... \$5.65
Pegamoid Cases... 6.25
Ejector Brass Cases... 6.99
5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [187]

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION.
At No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [2688]

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINHARTMANN & CO.,
Hongkong, 31st August, 1897. [33]

VESSELS ON THE BERTH
NIPPON YUSEN KAISHA,
FOR MANILA.

THE Company's Screw Steamship
"YAWATA MARU."
3,820 tons gross, Captain A. E. Moses, will
be despatched for the above port on
FRIDAY, the 20th instant, at 4 P.M.
This new Mail steamer is especially constructed
for service in the Tropics and is provided with
superior accommodation and with all modern
fittings and improvements for the safety and
comfort of Passengers. Electric Light and
Refrigerator, Doctor and Stewards carried.
Return tickets issued by this Company are
available for return by steamers of the other
Lines.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 17th October, 1900. [2675]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ANAPA"
will be despatched for the above port on or
about the 27th October, 1900.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 16th October, 1900. [2497]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA, CEBU AND ILOILO.
THE Company's Steamship
"KAIFONG."
Captain Pennefather, will be despatched for the
above ports on SATURDAY, the 27th inst.,
at 4 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th October, 1900. [2658]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAIWANFOO.
THE Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 31st inst.,
at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 17th October, 1900. [1443]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA
THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched as above
on MONDAY, the 23rd November, at Noon.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2587]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"AJAX."
Captain Batt, will be despatched as above on
TUESDAY, the 27th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1900. [2688]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INNO-
CENT STEAM NAVIGATION Co.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—
STATE OF MAINE, American ship, Colcord—
Standard Oil Co.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with Powder only, and 1 oz of Shot.
Primrose Cases... \$5.65
Pegamoid Cases... 6.25
Ejector Brass Cases... 6.99
5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [187]

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION.
At No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [2688]

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINHARTMANN & CO.,
Hongkong, 31st August, 1897. [33]

INSURANCES
SCOTTISH METROPOLITAN
ASSURANCE CO.

The combined ACCIDENT and LIFE
POLICY is the MOST ADVANTAGEOUS
form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures
the following—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement
by accident.
£500 in case of partial total disablement by
accident.
£6 per week in case of temporary disablement
by accident.
Accidents insured against for £4 and £2 per
annum (£1,000 in case of death, by weekly pay-
ments in case of injury).
For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA,
INCORPORATED 1851.
CAPITAL.....£410,000.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. 1512

"LUNION"
FIRE INSURANCE COMPANY, Ltd.
(Established 1828).

THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference to the
Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. 2118

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [102]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPELLE & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November

